

**Detailed Meeting Notes
Hamilton Army Airfield Restoration Advisory Board
Novato Police Station Meeting Room
Novato, California
April 12, 2006**

Attendance

RAB Members Present:

Ed Keller; Lance McMahan; Jim McAlister; Karole Ward; Preston Cook; Naomi Feger; William McNicholas; Patricia Eklund; Ross Millerick

RAB Members Absent:

Manuel Mier; Theresa McGarry; Marucia Britto; Jeff Johnston; Matthew McCarron; Sue Lattanzio; Joan Dekelboum; Michael Bloom; Richard A. Draeger

Others Present:

Joy Lanzaro; Hugh Ashley; Cara Naiditch; Travis Williamson; John Kowalczyk; Peter Theran; John Kaiser; Christine Theran; Eric Polson, Jim Leland; Sal Fazio; Dorothea VonKoch; Gail Meyers; Carole Dillon-Knutson

Welcoming Remarks

Ed Keller welcomed the community to the April 12, 2006 meeting of the Hamilton Army Airfield Restoration Advisory Board (RAB). The meeting began at 7:10 p.m.

Formerly Used Defense Sites (FUDS) Update- Jim McAlister, USACE

Landfill 26

The Army performed methane monitoring around the perimeter of Landfill 26 in March 2006. None of the probes were above 0.1 percent methane, which is typical for this time of year due to the high levels of groundwater. The trench vent was also monitored in March 2006 and there was one detection of 38 percent methane. This percentage indicates that the vent is working.

Shea Homes filed a lawsuit against the Army regarding the landfill. Shea Homes made 10 allegations, although seven of them were dismissed by a judge in November 2005. The judge sat down with the Department of Justice and Shea Homes, and that meeting resulted in Shea Homes dropping the remaining three allegations and moving to dismiss the lawsuit. It is likely that Shea Homes will appeal the seven allegations that were dismissed by the judge.

The Army will be placing signage around the landfill that indicates it is private property and that there is no trespassing. The Regional Water Quality Control Board (Water Board) is in the process of revising its Board Orders. The Army is currently preparing a five-year review, due to a few deficiencies in the original document on the landfill.

Pat Eklund: What are the revised Board Orders going to be focusing on?

John Kaiser: I am the DOD program manager for the Water Board. DTSC requires the Order to help satisfy their need for the development of the RAB. The next step will be to update the waste discharge requirements under the Board Order. The existing permit is about nine years out of date. Permits are normally revisited every five years.

Eric Polson: Do any of the issues discussed affect the willingness to transfer the property soon?

Jim McAlister: I don't know whether the Landfill will change hands; that is a Pentagon level decision. Once we get this final decision document, we can pose that question and open up discussions.

Peter Theran: That area has been designated as park area for the residents of Hamilton.

Jim McAlister: Yes, from what I understand. Many landfills are used as parks, and that would be a great use for the area.

Pat Eklund: That was the original design.

North Antenna Field

An Archive Search Report was delivered to DTSC in January and the Army is looking at DTSC's comments right now. The FUDS program and the BRAC program are two separate programs. The Army is also in the process of updating the risk assessment.

Lance McMahan: Upper management decided to move it back down to staff level again to work out and come back in the next week or two.

Christine Theran: I was told that you may not be removing the soil and that you may be covering over it instead.

Jim McAlister: Some soils will need to be removed. It depends on the level of contamination. Other soils can be managed in place with covering. The same thing happened on the BRAC parcel. There are places where lower levels of contaminated soils were covered with three feet of soil, which is called risk management, which consists of separating any receptor from the contaminant.

Christine Theran: So at this point forward there will be trucks removing soil from the Antenna Field?

Jim McAlister: Yes. There will be truckloads of soil being removed from the Antenna Field.

Pat Eklund: Does the Army require that the trucks be covered?

Jim McAlister: Yes, that is the protocol.

Pat Eklund: What about transporting non-contaminated soils?

Jim McAlister: The Army is not planning on transporting non-contaminated soils.

Ed Keller: There is a difference between non-contaminated and Class I and Class II soils. The protocol is to cover trucks that are moving Class I or II soils. It will be in the contract that the trucks need to be covered.

Sal Fazio: Is this a new thing? In the past I have not seen covered trucks. There is also a concern with dust in general.

Jim McAlister: A year and a half ago, we had 24 trucks, but none recently. All of the trucks that I have seen leaving with soils have been covered. Our standard is to cover

everything that leaves the site. During the dry season, the road is watered for dust suppression.

Lance McMahan: We did agree that we would be looking at alternate routes in the Feasibility Study, stemming from public concerns about the use of Todd Road.

Jim McAlister: We need to look at the most cost effective ways to remove the soils from the site. To create a new road would make the operation cost prohibitive. The cost to use the current road is very low.

Peter Theran: When I first saw the trucks going by, I was shocked that I did not know about the situation. No documents that I read identified Todd Road as the road that trucks would be using to haul soils. Clearly Todd Road has a substantial increase in traffic, noise, and dust, and none of that was covered in the ROD/RAP. When the BRAC sent out their latest notification that there would be more remediation work, we realized there was another 15 years of truck hauling. We are working hard to get another access road. The Coastal Conservancy director pledged to help us find another road.

Jim McAlister: Within our program, the decision to construct a new road is not a decision that I can make.

Christine Theran: I understand you have to use a road if it is there, but this road was not approved to be used in the way that it is being used. The road is not discussed in the ROD/RAP.

Jim McAlister: When I talked with Peter on the phone, I told him that the Corps of Engineers is involved in each one of these projects—there are three different programs in this area. We don't have an estimate of trucks for the Army.

Announcements

There is a new project manager for this project, Karole Ward. She will be taking over the duties for Landfill 26 and the North Antenna field.

Navy Update –Travis Williamson-Battelle Consultant/Navy BEC

NEX Gas Station

A quarterly groundwater monitoring event was completed in February 2006. The biosparging system has reduced concentrations by 82 percent. The Navy did not see significant rebound of the MTBE concentrations after shutting off the biosparging system. The system was restarted on March 15, 2006 in coordination with the Water Board. The Navy prepared an annual site status report for the gas station site, and issued that report at the end of January. The Water Board approved most of the recommended changes to the monitoring program.

Hugh Ashley: Are the wells that you are sampling water or gas?

Travis Williamson: They are water wells.

Ballfields Parcel

The Navy completed sampling activities, issued a draft preliminary site inspection report in August 2005, and issued a draft final PA/SI in February 2006. Last week the Navy received a letter from DTSC approving the recommendation for no further action. This Friday the Navy will be issuing the Final PA/SI report which will lead into the real estate transaction to transfer the Ballfields parcel to the Coastal Conservancy.

Eric Polson: The Hamilton Restoration project is federally authorized. Bel Marin Keys is not yet federally authorized. The Navy Ballfields is not part of the currently permitted project. All of the agencies know that we will be coming back to add the Ballfields parcel to our permitted project.

Upcoming Activities

The Navy will perform quarterly monitoring at the gas station next month and will be finalizing the Human Health Risk Assessment Update. The Navy is also going to prepare the Finding of Suitability for Transfer for the Ballfields parcel.

Gail Meyers: Is this the gas station site where there is a proposal for housing development? Are you going to tell the residents that the site was polluted?

Travis Williamson: At this point it is not the Navy's property. The property was transferred for commercial/industrial use, and I don't know have further information. If it will be used as a residential use, it will be up to the owner to remediate it to residential use.

Hamilton Wetlands Restoration Project Update- Eric Polson, CSCC

There is not much current activity on the site due to the weather. The Project is waiting for dry weather to continue construction. The next piece of construction will be the wildlife corridor berm. There was a levee break New Years Eve which has been fixed. This fall, the port of Oakland project will provide clean sediment to the Hamilton Restoration project. The fill will be placed in the area of the tidal and seasonal features. The Project hopes to acquire the Navy Ballfields this year. In the middle of the summer, there will be dredging in the Bel Marin Keys North Lagoon. The BMKCSD will be transporting their dredge material through a pipeline onto the Hamilton site for use in the tidal wetlands area. The Project will be completing the N2 levee and the South Levee as well as internal cell features. The Project will likely demolish building 82, and will attempt to demolish the buildings on the state lands parcel. The Project currently has all the necessary permits, except for the Navy Ballfields parcel.

Carole Dillon-Knutson: How will the Oakland and Bel Marin Keys dredge material be tested and what will you be testing for?

Eric Polson: The Port of Oakland material has been tested previously. They are deep sediments and were tested when the Oakland Project was set up and have been approved for use for the wetlands project. The Bel Marin Keys sediments will be tested in the near future for the standard panel of contaminants.

Carole Dillon-Knutson: Then we are not getting any surface materials?

Eric Polson: We will be getting surface material from Bel Marin Keys. The Port of Oakland material has not been exposed to the air for millions of years. The material we are getting is from -42 to -54 feet below the water surface. The material is not uncovered. I don't know of any oil spills. We are testing for everything that the Water Board requires and is included in the guidelines for dredge material testing. The dredge material management office may also request additional testing. The Hamilton Wetlands restoration project does not set the standard for the quality of the material that we receive.

The Water Board and the EPA determine the testing criteria. The USFWS Biological Opinion adds additional criteria to test.

John Kaiser: We could provide the analyte list of the testing criteria.

Sal Fazio: Could you tell us in terms of your project how much trucking activity you expect in the near future?

Eric Polson: When we start work again, there will be a short period where heavy equipment will be hauled into the site. We will have some office trailers hauled in for the contractors, and there will be people coming in during the day, 7AM to 6PM for equipment operation. It is hard to determine the exact number of trucks because it is based on the contractor. We don't haul materials out. The only thing we export from the site is true debris, like metal debris. When we demolish the buildings, there will be a number of trucks hauling that debris to a landfill. I don't know the number of trucks because we do not know the extent of the project.

Sal Fazio: What about covering gravel or other dirt coming in?

Eric Polson: We will certainly look at covering the gravel trucks. We are aware of dust issues on the road. I am not aware of gravel in the trucks creating dust, but we will address that if it becomes a dust problem. We do not want to have a dust problem. Anything dust creating would be covered.

Peter Theran: How does the amount of dredge material that you are getting from the Port of Oakland and Bel Marin Keys measure up to the amount you expected?

Eric: We did not expect to receive dredge material from the Bel Marin Keys project originally. We are essentially getting what we were told we were going to get from Oakland. Right now the existing authorized project needs 10.6 million cubic yards to complete the current design. We are getting approximately 2.1-2.8 million cubic yards from the Port of Oakland. Between now and 2014 we will be filling the tidal wetlands area. The goal of the project is to create habitat.

Peter Theran: As far as residents are concerned, the less pooling there is, the less habitat for mosquitoes there is.

Eric Polson: Even if we fully construct the project, the wetland will be underfilled. When we breach the area, there will be substantial areas of open water for years before it becomes a marsh. I would not make the assumption that pooling water creates more habitat for mosquitoes, the person to answer the question would be the Marin Sonoma Mosquito and Vector Control District. I don't think there is a problem with well-drained tidal areas.

Preston Cook: Where is the material coming from to construct the levee?

Eric Polson: All of the material comes from onsite. We have not been importing any material except for the gravel on the top.

Preston Cook: How do we know that we are getting a well constructed berm?

Eric Polson: There is a lot of history of levee building in the San Pablo Bay Region. There has also been a lot of geotechnical work that has been done to ensure that these levees will be solidly built. It is common when building a berm to use materials that are found on-site. It is a question of engineering economics.

Ross Millerick: Will the levee break flood both areas simultaneously?

Eric Polson: We will breach the areas separately. All earthen levees have to be built before the existing levees are breeched.

Pat Eklund: Last year we talked about notifying the residents when the dredge material is coming, are you still planning on doing this?

Eric Polson: We will be doing a notification, but possibly not this summer. It depends on the schedule. We are gearing up for a better notification effort with a public involvement consultant.

John Kaiser: Are you designing the levees for a maximum credible event?

Eric Polson: The NHP Levee is a FEMA-approved flood control levee. We did a test fill to measure and calibrate our models. If the bulge levee were to fail, I do not believe that homes would be flooded. There are different monitoring programs for different levees, but they are all in place for each levee. There is a 13-year monitoring and adaptive management period. After the seasonal wetland is completed we start a 13-year monitoring program, which will apply to the biological aspects and project features of the area. The design life on all the levees is 50 years. The protection level is the 100-year flood event. There is a net increase in the protection.

Peter Theran: There is dredge material from Scottsdale Pond available. Do you have an interest in that material?

Eric Polson: The sampling of that material indicated that we could not accept it due to high concentrations of some analytes. If the material is retested and the regulators say it is fine, we are happy to work with the City on the material. It was not determined suitable for our purposes.

Peter Theran: Is it possible for the Coastal Conservancy to coordinate with the City to do specific tests?

Eric Polson: It is not up to the Hamilton project to make that call.

Peter Theran: When will the locks on the gates from Sunnycove be taken off of the gate?

Eric: The lock should stay on for public safety in my opinion. However, it is not up to me. The Federal government owns that property.

Army BRAC Update: Ed Keller, BRAC Environmental Coordinator (BEC)

Documentation

The spring and fall 2005 Sampling Reports for POL Hill were forwarded to the regulators and we are discussing closure of the site. The Remedial Action Workplan on the testing range was forwarded to the regulators, and some soil removal will be required on this site. Those soils would be moved off-site. The contaminant of concern in those soils is lead, from a previous use of a firing range. The Army has found lead slugs in the soils to six foot depths.

Pat Eklund: How much material is going to be removed and what is the estimate on the number of trucks? If the material is dry on-site before it was hauled off, would that reduce the number of trucks? Since the material is so close to the water, have you looked at the option of another route of removal other than trucks?

Ed Keller: It is estimated that 320-350 trucks would be used and we will require the loads to be covered. I don't think dry soil would significantly reduce the amount of trucks.

There is a 90-day limit to let the soils sit on site after excavation. We have not considered using a water route; you need to go one-mile offshore to get to a six-foot-depth, so there is really no channel available to move the soils. A channel would have to be dredged.

Pat Eklund: Have you already constructed the pipe that will be bringing the soil in? I am trying to look at other ways to truck material out. Is it an option to put the slurry in the pipe in some sort of reverse movement?

Ed Keller: We have not looked at that option and I am not familiar with the cost. It would impact timing because none of the pipeline exists currently.

Eric Polson: Bringing in clean soils is one thing, but taking a hazardous waste and slurrying it offshore, what would you do with the water? It would be very hard to get a permit for that.

Jim Leland: Following up on ideas that may or may not be feasible, is it possible to truck across the farm roads along Bel Marin Keys 5?

Eric Polson: Not this time of year. One issue is timing, that property was flooded over the new year and we have had such an extreme amount of rain that it is going to be a long time. Soil hauling trucks are heavy. It is possible depending on the season, but one would have to consider crossing the sanitary district pipeline. It might be necessary to construct a bridge over the pipeline.

Jim Leland: Is there anything about the timing of the remedial work for the testing range that precludes you from waiting until the roads are dry?

Ed Keller: If we wait, we might interfere with the wetland creation project. The longer we wait to do our work on site, we might have fewer options.

Sal Fazio: As a resident of the area, we are being interfered in our daily lives by these trucks. I would ask that anything that can be done, please be done. This road should not have been there in the first place, next to homes. I have never seen such construction activity taking place near family homes. If this can be made less of a problem for us, I would ask you to delay the process.

Ross Millerick: Where does the material finally have to end up? The landfill here has night access for certain contractors.

Ed Keller: Most of the soil will be going to a Class I landfill. A hazardous waste landfill has additional requirements.

Preston Cook: Could we use southern access instead of Todd Road?

Ed Keller: The other paved access to the site comes right by the park. I don't know what the conditions of that southern levee are. I have never seen a truck there. We are willing to look into that option.

Christine Theran: The road has not been wet-down after contaminated dirt trucks are leaving, and not all contaminated dirt trucks have been covered. We cannot open up our windows when trucks are going by. There have been six residents on Todd Road with respiratory ailments. Someone should look into this issue before there are other problems.

Field Work

There has been little field work due to the weather. However, there are preparations at POL Hill to remove the monitoring wells.

Next Steps

The Army is working on documents for the DDT sites where excavations were completed. The Army is proposing to manage in place the skeet range site. The Army will be requesting site closure on POL Hill. The completion report is being prepared on the revetments and the Army will be requesting site closure. The Army is working on a completion for the Coastal Salt Marsh as well. The Army will monitor the re-vegetation of the backfilled excavations on the site for four more years.

Pat Eklund: When do you expect to close the BRAC office?

Ed Keller: Sometime during June or July.

Ross Millerick: Not only is the office here closing, you will end your official duties on this project? Will these meetings continue?

Ed Keller: The current RAB charter is signed by both the Army and Navy. The Navy does not have any plans to end the meetings anytime in the near future. The FUDS project does have authorization for continuing the RAB meetings. We might need to amend the charter to include the FUDS project, since it is Army BRAC now. There is a paperwork process to fill out for Army BRAC. The next meeting is scheduled for July 12th.

Jim McAlister: The FUDS project has funding to continue the RABs.

Pat Eklund: I want to thank the regulatory agencies for continuing to participate. How are you going to get back to us regarding other alternatives of moving the soil?

Ed Keller: We will send something out to all of those in attendance tonight.

Regulatory Update

Water Board-John Kaiser

The new member of the Water Board is Bryan Thompson and he will be assuming duties for the MTBE plume, Landfill 26 and the other Hamilton parcels. Naomi Feger will continue in her duties of the wetland oversight and will coordinate with the North Antenna Field.

Meeting wrap up and Adjournment- Ed Keller

Mr. Keller announced that the next meeting will be held on July 12th, 2006